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Scenic Routes Element

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Contra Costa County, California

Adopted October 2, 1973

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SCENIC ROUTES ELEMENT

Part of the General Plan of
Contra Costa County, California

prepared by the
Contra Costa County Planning Department
September, 1974

PREFACE

A scenic road plan is intended to add considerations of roadway aesthetics and, mainly, road corridor appearance to the scope of a city or county general plan. This Scenic Routes Element is an initial scenic routes (meaning highways, roads, and streets) plan for Contra Costa County that has been developed to identify a basic countywide network of potential scenic routes, to provide a policy for a scenic routes implementation program by County government, and to provide a means of coordination between agencies of the County and those of other jurisdictions engaged in scenic routes planning. A more detailed Scenic Routes Plan based on experience with this plan and other scenic routes planning efforts is programmed for late preparation.

This plan was prepared by the Contra Costa County Planning Department as part of the countywide Land Use and Transportation Study (LUTS). Both this initial version and the forthcoming detailed Scenic Routes Element were provided for in the countywide comprehensive planning program outlined in the LUTS Study Design of 1969. Subsequent to the County's adoption of that LUTS work program, the State Legislature mandated California cities and counties to add scenic highway elements to the general plans. This plan is now intended to comply with the State requirement as well as the needs of the County's planning program.

As a product of the County's comprehensive planning program, this plan is intended to provide an instrument of coordination between the County and other units of government. One channel of coordination is with the State and its scenic highway program which is administered by their Division of Highways. This Scenic Routes Element includes the State's recommendations for Contra Costa County and proposes the addition of other state highways in the County to the State's Master Plan of State Highways Eligible for Official Scenic Highway Designation. A second channel of coordination is with the cities of Contra Costa County who are preparing their own general plan scenic roads plans as a result of the State's mandating legislation. This initial Scenic Routes Plan can be used as a context for their efforts, while the later refined County plan can include their proposals.

Further on the subject of city scenic routes, this plan already shows links of key routes through cities and certain routes through unincorporated areas that were recommended by cities. Where

these proposed scenic routes are shown in incorporated areas, it is understood that these routes are included for coordination purposes and that the respective cities' precise plans, standards, and requirements are applicable to those road segments rather than the County's.

The adoption of this plan enables the County to request the State to conduct scenic corridor studies on State highways in their master plan, and identifies those County roads for which its own corridor studies are to be programmed. It outlines an implementation program that includes reviews at appropriate ordinance requirements for developments in scenic route corridors. Finally, it provides a basis for the review of public projects that are proposed in scenic route corridors.

INTRODUCTION

The Scenic Roads Element is one response to the increasing emphasis that Contra Costa County residents are placing on the quality of their environment. Particular recognition is given to the fact that much of the perception we have of our surroundings occurs while traveling through the County. Presently Contra Costa County is blessed with numerous roadways that pass through areas affording pleasurable views. In fact, scenic roadways provide the County with an interesting and significant form of recreation--pleasure driving. The number of roadways where scenic qualities exist, however, will diminish unless protected. Their character is changed through improvements or the land adjacent to them is developed. An action program is needed to help retain the qualities of these roadways. It would also serve to raise the quality of life and quite possibly property values of the residents of the corridor.

This scenic routes element, consisting of maps and text, has been developed to provide the means to the County for the retention and enhancement of the scenic qualities and natural scenic areas adjacent to and visible from scenic routes.

This plan element is intended to serve the following purposes:

To comply with state law, requiring Cities and the County to adopt scenic route elements.

To specify the goals and objectives of the scenic route system.

To identify the possibilities for scenic route programs available to the County.

To define an initial scenic route system.

To coordinate and relate the State scenic route program with that of the County.

To recommend legislative measures to protect and enhance scenic values along scenic routes.

To relate other programs and general plan elements to the scenic route network.

To act as a catalyst and a frame of reference for the development of cities' scenic route programs to supplement this initial plan.

Because this Scenic Routes Element provides recognition of an additional form of recreation within the County--pleasure driving--it will supplement the Recreation Element adopted by the County in 1970. It will also supplement the Open Space and Conservation Element adopted in 1973.

GOALS AND OBJECTIVES

The scenic quality of roadways is transitory. In rapidly evolving areas it is effected by the day-to-day decisions made within the planning process, among others. In order to retain and enhance the scenic qualities of our highways, a scenic routes system should be established. The following goals and objectives have been formulated to fulfill this scenic route system. Goals are slow to change, and cover the general concepts behind the scenic routes program, whereas objectives attempt to state the means of achieving these goals.

GOALS

1. To conserve, enhance, and protect scenic views observable from scenic routes.
2. To clarify and strengthen the motorist's image of the environment.
3. To encourage multiple recreation uses along scenic routes.
4. To assist in stabilizing or increasing property values and the economy of Contra Costa County through preserving and adding to it's attractions.

OBJECTIVES

1. To establish a system of scenic routes that will increase the enjoyment and opportunities for scenic pleasure driving to major recreational and cultural centers throughout this and adjacent counties.
2. To provide a continuous, varied scenic route system.

3. To include trails, observation points, and picnicking spots where appropriate.
4. To develop corridor improvement programs to enhance scenic qualities.

OPERATIONAL OBJECTIVES

1. To complete a comprehensive study of roads with scenic potential and have them included as part of a new countywide general plan.
2. To coordinate with the cities and special purpose agencies to prepare a joint action program.
3. To develop ordinances that will serve to protect the scenic qualities of scenic routes environs.
4. To work with the State Department of Transportation to acquire State scenic route recognition for as much mileage as possible to be included within their system.
5. To encourage aesthetic design flexibility as one of the governing elements for road improvements and the construction of roads within the scenic corridor.

WHAT IS A SCENIC ROUTE?

Pleasure driving is one of the most important forms of recreation in the County. It is done both as a pure recreational experience as well as in conjunction with other trip purposes. It is quite common for people to pick their routes of travel by the roads' visual amenities as well as for considerations of low travel times or high operating speeds. This may be done without these people realizing that they are using "scenic roads". They may picture the meandering roadway through the mountains or along an undeveloped shoreline. Most scenic routes do depend on natural landscape qualities for their aesthetics, and many formally designated scenic routes have been established in wholly rural areas in the past, but neither natural beauty nor rural settings are necessary to the designation of scenic routes. Although it is not common for "ideal" roads to be found near metropolitan areas, this is where the greatest need

exists, and the man-made landscape of urban areas may provide the necessary scenic qualities.

In an effort to service this need for scenic routes with the opportunities that are available to us locally, it is first necessary to define and identify a system of roads for scenic routes designation. These designated roads are to be more than just public roads with some trees and shrubs planted beside them; they consist of the relationship of the roadway to its surroundings. For the purposes of this report, the following definitions will apply; they should aid in understanding the relationship of the scenic roads to their environs.

DEFINITIONS

Scenic Routes

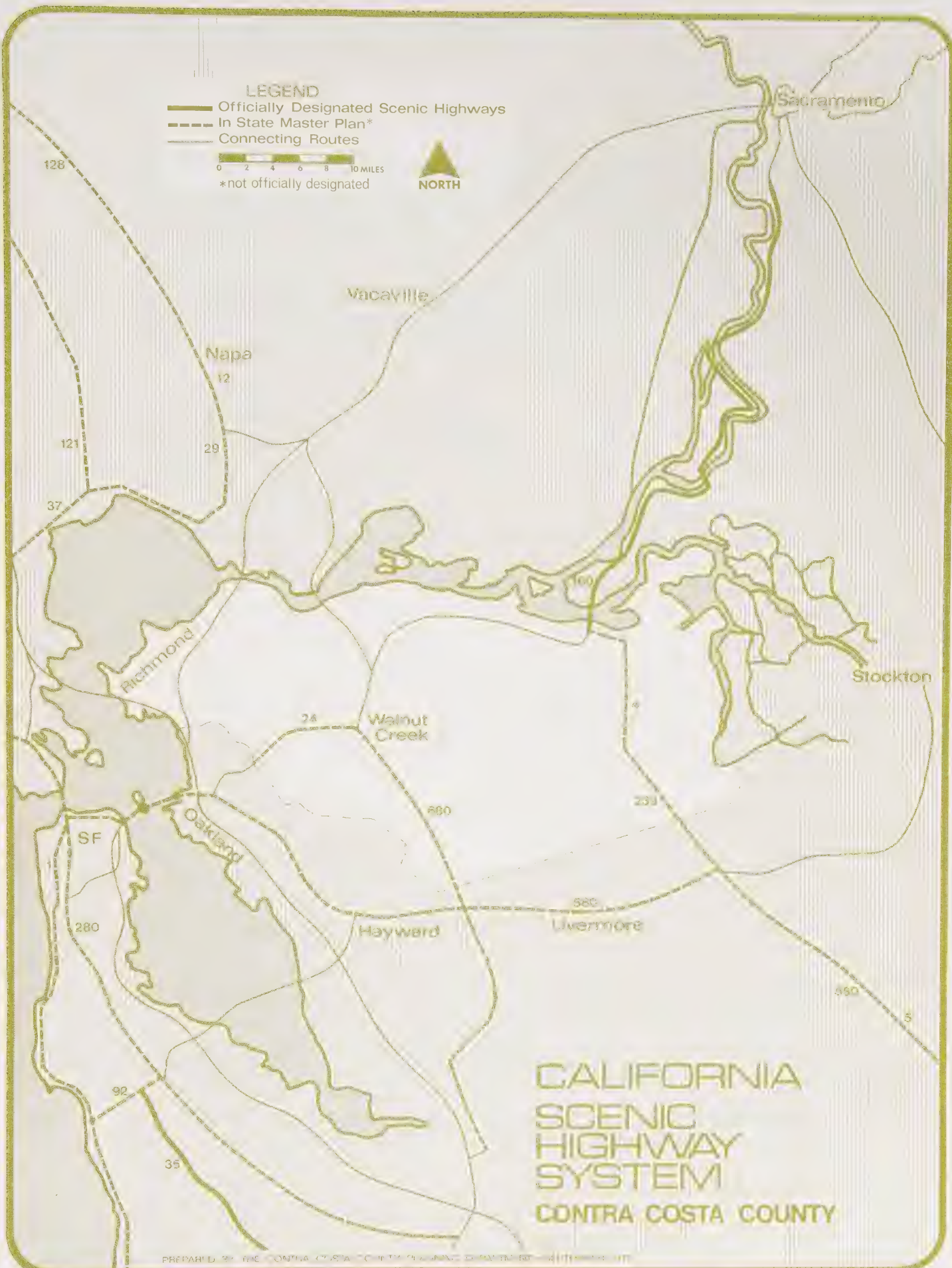
A scenic route is a road, street, or freeway which traverses a scenic corridor of relatively high visual or cultural value. It consists of both the scenic corridor and the public right-of-way.

The Public Right-of-Way

The right-of-way includes the roadbed and adjacent lands in public control. It includes lands utilized for roadway protection, storm drainage, public utilities, pedestrian travel, and roadside plantings. Usually this land is owned in fee or dedicated to local jurisdictions or the State. It should also include cycling or hiking trails, roadside rests, or turnouts, etc. Public projects in the right-of-way should be designed and carried out recognizing the purpose of this plan.

The Scenic Corridor

A scenic corridor is usually much wider than the road right-of-way and extends to the contiguous areas beyond it. Width of scenic corridors will vary greatly depending upon the present degree of development, land forms, topography, and the nature of scenic quality. The scenic corridor consists of much of the adjacent area that can be seen from the road. It is within this area that development controls, dedication, and the purchase of easements or lands in fee simple will be required, and public projects reviewed for compliance with this plan. Controls should be applied to retain and enhance scenic qualities, restrict unsightly use



PREPARED BY THE CONTRA COSTA COUNTY PLANNING DEPARTMENT, 1977

of land, control height of structures, and provide site design and architectural guidance along the entire scenic corridor.

SCENIC ROADS PROGRAMS

The development of a scenic roads program in Contra Costa County started in 1962 when the California Division of Highways requested proposals from its counties on recommended scenic roadways to be considered for inclusion in a National Scenic Highway Study.

In December of 1964, the Board of Supervisors of Contra Costa County adopted a resolution authorizing the submittal to the California Division of Highways of a document entitled "A Scenic Road System for Contra Costa County." This document was prepared at the request of the State Division of Highways for inclusion within a proposed national program of scenic roads. The Board resolution also specified policy on possible means of implementation; "...it is desirable to protect, and retain, scenic corridors along said routes by means of zoning, easements and acquisition." With this County policy developed, efforts have been underway to institute a scenic roadway system within the County.

This element of the County General Plan will be concerned with two scenic roads systems which together will form a complete scenic roads program for the County. They are the State Scenic Highway System, which evolved from the above mentioned 1962 effort, and a County Scenic Roads System.

THE STATE SCENIC HIGHWAYS PROGRAM

California, in 1963, adopted a state scenic highway program, the intent of which was to set up procedures whereas roads are designated as "official state scenic highways". This designation serves to recognize the scenic merits of a route as well as to help provide mechanisms for retaining the scenic qualities of that route. The master plan of state highways eligible for designation as "official state scenic highways" covered 6,406 miles of the 16,800 miles state highway system in 1971.

By nature and intent of the initial legislation, the principal effort in obtaining "official state scenic highway" designation resides with the local governmental units. Administration and coordination of the program are the responsibility of the Department of Public Works which has

established scenic highway facility planning, design criteria, and standards with the advice of the State Scenic Highway Advisory Committee. This is a citizens committee appointed by the Governor to aid in giving direction to the State program. The State's program is coordinated with local efforts, and one of the State's requirements is that a participating local governmental unit must adopt its own scenic highway element and program of plan implementation which will result in the protection and enhancement of our natural and man-made scenic resource, the visual environment.

Certain city or county roads for which scenic route plans have been implemented are eligible for recognition by the State as scenic highways. For these local roads the majority of the technical work effort falls on local staffs rather than on state personnel. Official designation of local roads is, however, given sparingly.

The achievement of State scenic highway status for routes in the County has been encouraged by the Board of Supervisors of Contra Costa County and other public bodies. Efforts are continuing to get selected state routes added to the state system.

THE COUNTY SCENIC ROADS PROGRAM

In addition to gaining official designation for state highways in the County there are a number of local routes that would benefit from being included within a scenic roads system but would be difficult to get added into the state program. For this reason, a Contra Costa County scenic routes system is needed. Following the direction given by the state program, the county system will emphasize programs and ordinances that lead to the maintaining and enhancement of the visual environment. While action programs to enhance the scenic corridors rely heavily on Planning Department efforts, the measures to implement the system will require efforts from other departments, including the Public Works and Building Inspection departments.

The initial County General Plan Scenic Routes Element emphasizes roads in unincorporated portions of the County. It is a hope, however, that the next version of it will be able to incorporate complementary scenic route elements of the cities, along with their implementation programs, to present a more complete countywide scenic route effort.

Initially, the County's scenic routes program would be implemented

through administrative action; that is, it would be implemented through the exercise of development programs and enhancement programs. After the scenic route conditions have been obtained, consideration should be given to obtaining special road signs identifying certain of these county roads as part of the County Scenic Routes System.

This plan is intended to fulfill the State Planning Law requirement that cities and counties adopt scenic highway elements (Section 65302, of the Government Code).

SCENIC ROUTE TYPES

Scenic routes in the County range from narrow, rustic rural roads to freeways. They are categorized into four groupings for inclusion in this Scenic Route Element of the General Plan. These four categories are for the functional definition of scenic route types. They are neither general road designations nor criteria on specifications for new construction on scenic routes.

Scenic Freeways and Expressways

Scenic freeways and expressways are those that traverse areas of major scenic recreational and cultural attractions, or those that provide connecting links between scenic sections of roads included within the Contra Costa Scenic Routes Element.

Freeways are routes having two or more moving lanes in each direction, separated by a median strip, carry the heaviest traffic volumes. Access is controlled and vehicular or rail crossings are grade separated. Expressways have two to four moving lanes in each direction, limited access without grade separation, and are so designated as to be converted readily to freeways.

Scenic Thoroughfares

Major thoroughfares are high traffic volume arterials, typically having two or three moving lanes and a parking lane for each direction, with median strips where these are practicable, and usually with traffic signals at major intersections. One-way street "couplets" may also be designated as major thoroughfares.

Scenic thoroughfares are those major thoroughfares that traverse areas of scenic or recreational interest or those that provide connecting links between scenic sections of roads included within the Contra Costa County Scenic Routes Element.

Scenic Minor Thoroughfares and Collectors

These roads are the minor thoroughfares, collectors, or special access roads that carry a low volume of traffic but are generally not considered local streets.

Scenic suburban thoroughfares, collectors, and special access roads are those facilities that traverse areas with scenic amenities. This includes developed suburban and urban roads that have scenic qualities to them.

Scenic Rural-Recreational Routes

Rural roads are generally two-lane, low-traffic volume roads that traverse sparsely populated open agricultural or recreational areas and that often carry traffic to recreational areas.

Scenic rural-recreational routes are those major rural roads that traverse areas of outstanding scenic qualities or those that provide connecting links between scenic sections of roads included within the Contra Costa County Scenic Routes Element. Scenic rural routes may be combined with public recreation areas such as parks, reservoirs, or hiking, riding and cycling trails.

STATE SCENIC HIGHWAYS IN CONTRA COSTA COUNTY

1. Routes on the State Master Plan

Routes in Contra Costa County on the "Master Plan of State Routes Eligible for Official Scenic Highway Designation" are portions of three state routes that are connected together which form a continuous scenic route. These are portions of State Routes 84, 4, and 239. Together, these form a linkage between the officially designated portion of State Route 160 in Sacramento County with Interstate 580, which is on the master plan and eventually joining with the portion of Interstate 5 in Stanislaus and Merced Counties which is an officially designated portion of the State Scenic High-

way System. Map 1 shows the state system for Contra Costa County and adjacent counties.

State Route 84

From the Sacramento-Contr Costa County line south to State Route 4 near Antioch.

Beginning at the county line adjacent to the junction of the Sacramento-San Joaquin River System, this route includes the new freeway portion of State Route 84 from the Antioch bridge to State Route 4. This is one of the major access points for the Bay Area north into this section of the northern Delta region.

State Route 4

From the connection of State Route 84 on the north to where the legislative State Route 239 is expected to start.

From the community of Oakley, this route becomes the major connecting north-south highway link through the East County and connecting this area to the remainder of County and the rest of the Bay Area. Traversing an area of intensive agricultural activity, interspersed with a new exurban development, this route offers a blend of visual conditions.

State Route 239

From the connection with State Route 4 south to the Alameda county line.

This is a legislative state route that, if and when it is built, would form a connecting link between East County and eastern Alameda County and its I-580 transportation corridor.

2. Procedures for Adding Roads to the State Scenic Highway System

Since 1963, the State of California has been working toward the development of a Statewide Scenic Highway System. In order for a state route to become officially designated as a scenic highway, a multi-step procedure of study and approval must be taken.

This procedure also specifies the steps that will be required to have highways added on to the state scenic highway system. The procedure has evolved over time, and presently the method is:

The recommendation of the State Scenic Highways Advisory Committee to include new links in the "Master Plan of State Highways Eligible for Official Scenic Highway Designation" should be obtained.

The state legislature must amend the Streets and Highway Code to add the highway links to the "Master Plan of State Highways Eligible for Official Scenic Highway Designation". This authorizes the State Department of Public Works to expend funds on studying its route to determine if they meet state criteria. Inclusion in the state plan must be accomplished prior to any other state actions.

For links within the State master plan,

After the District Engineer of the Division of Highways receives a resolution from a local jurisdiction stating that it intends to conduct a study toward officially qualifying a scenic highway, the Division has the responsibility of making a corridor survey in collaboration with the local jurisdiction.

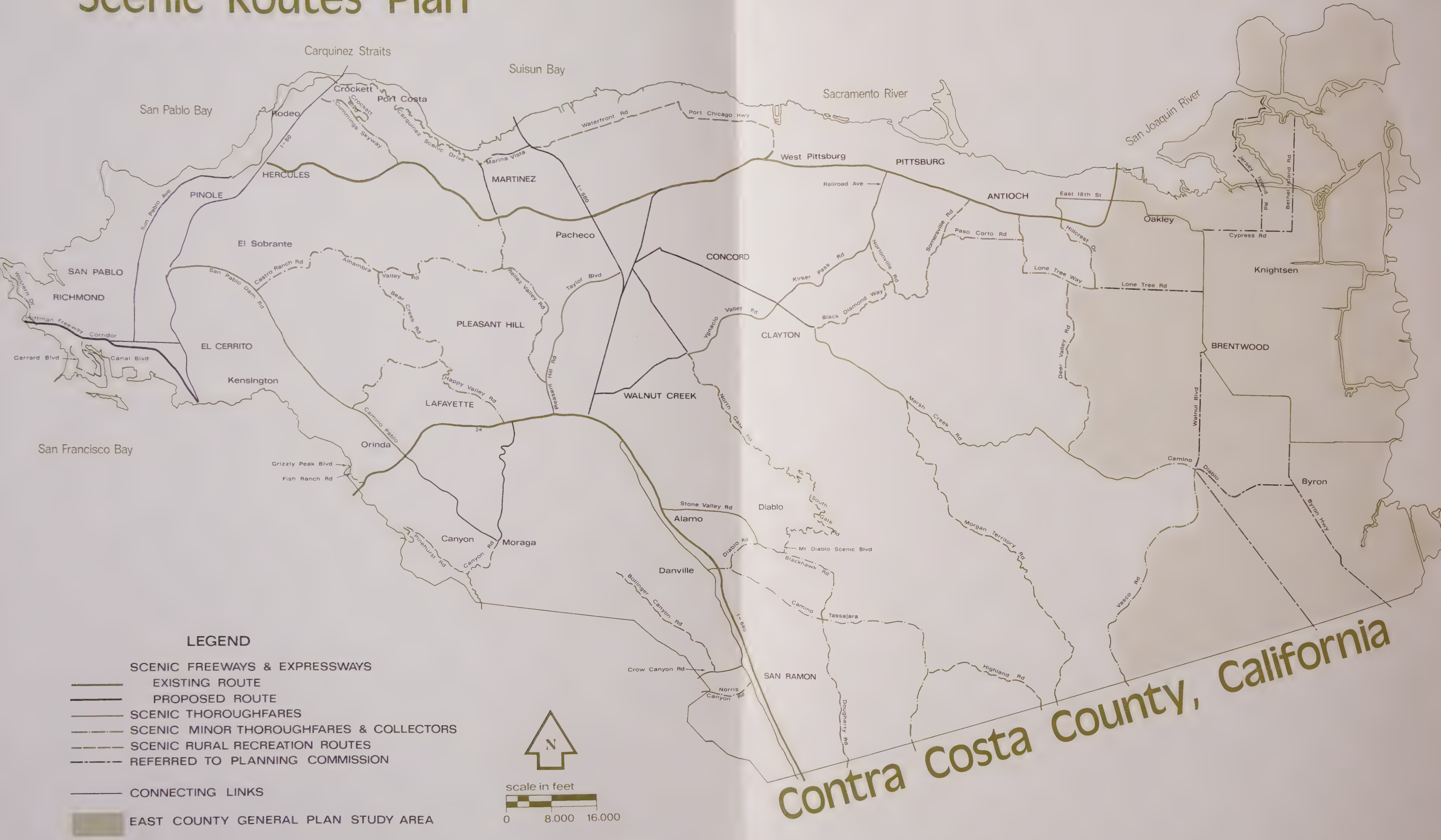
The purpose of the corridor survey is to identify the scenic elements adjacent to the roadway and the scenic resources requiring protective action and to outline tentative boundaries of the scenic corridor.

A scenic highway report covering the corridor survey and facility study is prepared by the Division of Highways and transmitted to the local jurisdictions for their use in preparing the scenic corridor plan and program.

Each affected local jurisdiction then prepares a detailed plan and program of proposed standards and measures for the protection of the scenic corridor.

The program of each local jurisdiction and the scenic highway report are submitted to the State Scenic Highway Advisory Committee. Following review, the Committee makes its findings and

Scenic Routes Plan



recommendations regarding the proposals of the local jurisdictions, and the Division of Highways and sends them to the California Director of Public Works.

Following approval of the report by the California Director of Public Works, the local governing body has the responsibility to enact the proposed measures to protect the scenic corridor.

Upon enactment of these measures, the State Director of Public Works will designate the highway as an "Official State Scenic Highway". The route may then be indicated as an Official State Scenic Highway on a map or any other publication, and the highway will be signed with the scenic highway shield which is an orange poppy on a blue background.

It should be emphasized that the scenic highway process is a cooperative effort between the local jurisdictions and the State. However, the final success as to whether a highway becomes designated as an "Official State Scenic Highway" depends upon the enactment of scenic protection measures by the local jurisdictions.

This is the process for designating state highways as "Official State Scenic Highways". There is a provision for local roads to be added to the state system, however, a major difference is that most of the study work must be done by the local jurisdictions rather than by the State Department of Transportation.

3. Proposed Additions to the State Scenic Highway System

There are other State Highway Legislative Routes within Contra Costa County that appear to meet the state scenic criteria for inclusion within the state system, and others that if constructed should be built to meet the criteria that would make them eligible for inclusion within the state scenic highway system. All proposed state routes will be examined for potential inclusion as scenic routes. By adoption of this element of the County General Plan it will become policy for the County to request that the following facilities be added to the "Master Plan of State Routes Eligible for Official Scenic Highway Designation". Where efforts have already been initiated they will be indicated.

Interstate 680

From the Alameda-Contra Costa County line on the south to the interchange with State Route 24 on the north.

Legislation was passed during the 1972 session of the State Legislature adding Interstate 680 to the "Master Plan" (AB 1306). In October, 1972 the Board of Supervisors passed a resolution requesting that District IV of the State Division of Highways undertake a study of this route and develop a scenic highway report on it. Once this study begins, the major step toward establishing I-680 as an officially designated scenic highway will have begun.

Addition of this road could provide a northern extension or continuity of travel with the Alameda County section of I-680 and form part of a scenic loop connecting I-680, State Route 24 discussed below, and I-580 through Alameda County. This roadway connects to the only major access point for Las Trampas Regional Park and to the Mt. Diablo State Park. This route extends along the San Ramon-Amador Valley floor and is surrounded by views of Las Trampas Ridge and the Diablo Range.

State Route 24

Interchange with Interstate 680 on the east, Alameda County line on the west.

The legislation that added a portion of I-680 to the Master Plan also included this link. State Route 24 was widened recently to include the BART facilities within its right-of-way. This route provides the major access points to Briones Regional Park and the Lafayette Reservoir. It is one of the major corridors crossing a vast greenbelt area that extends along the spine of the Berkeley hills and containing regional parks and East Bay Municipal Utility District watershed lands. This scenic corridor will have the diversity of developed areas that are adjacent to major open areas, a mix that is not uncommon but rarely found at this level of contrast.

LOCAL SCENIC ROUTES IN CONTRA COSTA COUNTY

The state roads that are in, and those that are recommended for inclusion in, the State Scenic Highway System together form the skeletal network for the County Scenic Route System. One major requirement for local roads to be considered for official designation is that the local road must be shown as a scenic highway on an adopted general plan. Thus, adoption of this Contra Costa County General Plan Scenic Routes Element plan will make the roads described and shown in this document, and shown on the Plan Map (Map 2), eligible to be officially designated scenic highways if they otherwise meet the requirements of the state program.

The designation of roads comprising a county scenic route system provides the necessary policy direction to local staffs to conduct corridor studies and prepare implementation measures to retain and enhance the scenic qualities of these roadways and their visual corridors.

Streets and roads in the county which possess the scenic qualities necessary to meet the goals of this program are listed below. For convenience they have been separated into several categories established by this plan.

The list includes several County roads in eastern Contra Costa County that were included in the scenic route network considered at public hearings but not adopted by the Board of Supervisors in its September 17th action. These were referred back to the Planning Commission for additional study. The referral was made because the County General Plan as it pertains to the East County Planning Area is in the process of being updated and it was determined that the designation of the County roads in the Scenic Route Element for this area should be deferred until they can be considered relative to the overall plan. The exception to the referral is State Highway 4 which was included in the adoption because it is on the State Master Plan of Routes Eligible for Scenic Route Status. The routes referred to the Planning Commission and the area involved are shown on the Plan Map (page 12).

SCENIC FREEWAYS AND EXPRESSWAYS

ROAD NAME	TERMINI	LENGTH TO BE INCLUDED
<u>Existing</u>		
Interstate 680	Alameda County to State Route 24	15.1 miles
State Route 4 (Some sections to be realigned)	Interstate 80 to State Route 84	33.4 miles
State Route 24	Alameda County Line to Interstate 680	9.4 miles
State Route 84	State Route 4 to Sacramento County Line	1.4 miles
<u>Proposed by State of California</u>		
State Route 293	State Route 4 to Alameda County Line	12.8 miles
State Route 17	Richmond-San Rafael Bridge to Alameda County Line	6.3 miles
SCENIC THOROUGHFARES		
Byron Highway	State Route 4 to Alameda County Line	4.2 miles
Crow Canyon Road	San Ramon Valley Blvd. to Alameda County Line	1.8 miles
Danville Blvd.	Rudgear Rd. to Lagonda Way	2.14 miles
East 18th Street	State Route 4 to Hillcrest Dr.	2.1 miles
Hartz Ave.	Lagonda Way to Southern Pacific Railroad	.65 miles
Hillcrest Ave.	East 18th St. to Lone Tree Way	3.0 miles
Kirker Pass Road	Clayton Road to Buchanan Road	5.6 miles
Marsh Creek Road	Black Diamond Way to Camino Diablo	14.9 miles

ROAD NAME	TERMINI	LENGTH TO BE INCLUDED
Pleasant Hill Rd.	State Route 24 to Taylor Blvd.	1.2 miles
Railroad Ave.	Buchanan Rd. to State Route 4	1.4 miles
San Pablo Ave.	Pinole Valley Rd. to I-80 at Crockett	6.6 miles
San Pablo Dam Rd.	I-80 to State Route 24	11.4 miles
San Ramon Valley Blvd.	Southern Pacific Railroad to Alameda County Line	7.85 miles
State Route 4	State Route 84 to San Joaquin County Line	17.7 miles
Stone Valley Rd.	I-680 to Blackhawk Rd.	8.8 miles
Taylor Blvd.	Pleasant Hill Rd. to I-680	3.8 miles
Ygnacio Valley Rd.	Oak Grove Rd. to Clayton Road	4.3 miles

SCENIC MINOR THOROUGHFARE AND COLLECTORS

Alhambra Valley Road	Castro Road to State Route 4	10.0 miles
Bear Creek Road	San Pablo Dam Rd. to Alhambra Valley Rd.	8.9 miles
Blackhawk Road	Mt. Diablo Scenic Rd. to Camino Tassajara	3.7 miles
Camino Diablo	Marsh Creek Road to Byron Highway	8.9 miles
Camino Tassajara	Diablo Road to Alameda County Line	11.7 miles
Canal-Garrard Blvd. Loop	State Route 17 to Western Drive	3.6 miles
Castro Ranch Road	San Pablo Dam Rd. to Alhambra Valley Rd.	2.3 miles

ROAD NAME	TERMINI	LENGTH TO BE INCLUDED
Cummings Skyway	Interstate 80 to State Route 4	3.7 miles
Diablo Road	Danville Blvd. to Mt. Diablo Scenic Rd.	4.0 miles
Dougherty Road	Camino Tassajara to Alameda County Line	5.4 miles
Happy Valley Rd.	Bear Creek Rd. to State Route 24	4.3 miles
Hillcrest Drive	Lone Tree Way to East 18th Street	3.5 miles
Lone Tree Way	State Route 4 to Walnut Blvd. (S.R. 4)	2.6 miles
Norris Canyon Road	San Ramon Valley Blvd. to Alameda County Line	3.0 miles
Reliez Valley Road	Alhambra Valley Rd. to Pleasant Hill Rd.	5.7 miles
Vasco Road	Camino Diablo to Alameda County Line	9.4 miles
Walnut Boulevard	State Route 4 to Vasco Rd.	4.2 miles
Western Drive	State Route 17 to Point San Pablo Yacht Harbor	4.0 miles

SCENIC RURAL RECREATION ROUTES

Bethel Island Road	Cypress Road to End of Road	4.0 miles
Black Diamond Way	Marsh Creek Road to Nortonville Road	4.2 miles
Bollinger Canyon Rd.	Crow Canyon Rd. to Its End	4.6 miles
Canyon Road	Moraga Way to Pinehurst Rd.	2.0 miles
Crockett Boulevard	Pomona Street to Cummings Skyway	2.0 miles

ROAD NAME	TERMINI	LENGTH TO BE INCLUDED
Cypress Road	State Route 4 to Bethel Island Road	1.7 miles
Deer Valley Road	Lone Tree Way to Marsh Creek Road	7.1 miles
Fish Ranch Road	Grizzly Peak Blvd. to State Route 24	1.0 miles
Grizzly Peak Blvd.	South Park Drive to Fish Ranch Road	1.2 miles
Highland Road	Camino Tassajara to Alameda County Line	4.8 miles
Jersey Island Road	Cypress Road to Its End	6.6 miles
Morgan Territory Rd.	Marsh Creek Rd. to Alameda County Line	15.1 miles
Mt. Diablo Scenic Rd.	South Gate to Blackhawk Road	18.5 miles
North Gate Road	Summit Road to Oak Grove Road	10.0 miles
Nortonville Road	Kirker Pass Rd. to Black Diamond Way	1.9 miles
Oak Grove Road	Ygnacio Valley Rd. to North Gate Rd.	1.2 miles
Pinehurst Road	Alameda County Line (north) to Alameda County Line (south)	5.7 miles
Carquinez Scenic Dr.	Interstate 80 to Martinez	9.4 miles
Port Chicago Highway	Waterfront Rd. to Willow Pass Rd.	6.1 miles
Somersville Road	State Route 4 to Black Diamond Way	5.5 miles
South Gate Road	Summit Rd. to Mt. Diablo Scenic Rd.	6.9 miles
Waterfront Road	Interstate 680 to Port Chicago Highway	6.6 miles

IMPLEMENTATION OF SCENIC ROUTE PROGRAM

A range of planning "tools" will be required to adequately implement the goals of this program. A major starting point is the route selection and the designation of general standards for these roads with their adjacent corridors. The initial responsibility falls on the County and municipal planning departments in consultation with their public works departments.

The implementation of officially designated state routes is a responsibility of state, county, and city officials.

The actions needed to protect and enhance scenic routes are:

Route Selection

This plan provides the initial selection of routes for the County Scenic Route System. Later in the program to develop an updated countywide general plan, a second and more detailed scenic route element will be prepared. This more detailed plan may modify the road network shown in this plan by adding or removing road links. Adoption of this initial element by the County and of scenic route elements by the cities is a first step in developing a more complete scenic route system.

Periodic review of these scenic route plans by the cities and other concerned agencies should occur. Joint efforts should be considered between this County and adjacent ones to provide loop routes and a continuous flow of visual amenities.

Add Roads to the State Scenic Highway System

County and local staffs should work with their state legislators and the State Scenic Highway Advisory Committee to have the state routes added to the Master Plan of State Highways Eligible for Official Scenic Highway Designation.

Define the Scenic Corridors

For all selected routes, a corridor study is needed to determine the extent to which the land beyond the actual right-of-way requires special protection for retention of the view from the

road. This is especially important for roads recommended for inclusion within the State Scenic Road Program. Work on defining these corridors will be done in conjunction with the State Division of Highways. Scenic corridor width will be determined according to individual conditions along a scenic route. Width of scenic corridors will vary widely according to the degree of development present, land forms, and topography viewed from scenic routes. Its maximum width will occur when development is minimal, visibility is great, and scenic quality is high. Its minimal width will occur in areas of high development where the development itself forms the visual boundary. Until scenic corridors can be defined, they will be assumed to extend 1000' on either side (2000' wide) from the centerline of the route. Where warranted the 1000' could be modified higher or lower. The distance of width does not necessarily have to be the same on each side of a centerline; it may be narrower or wider on a side according to individual conditions. The scenic corridor should not be considered as a clear zone nor as a setback requirement, but as a zone of primary concern in maintaining the qualities found along a scenic route. The procedure and criteria developed in the state publication "The Scenic Route", should be used in defining the corridors.

Adoption of legislative controls needed to fulfill the goals and objective of the program:

1. Modifications to the zoning ordinance which may include regulations on:

- additional building setbacks
- architectural and site design review
- historical preservation
- on-premise signs
- outdoor advertising and time limits for removal of nonconforming signs
- screening and landscaping
- building heights
- public and private outdoor lighting
- land use, including open space

2. Subdivision regulations which may include:

- limiting of cuts and fills
- tree preservation and planting
- limiting access onto scenic roads
- low density use of steep land
- easement dedication
- screening and landscaping
- underground utilities

Preparation of Development Plans

The construction of new roads and road improvements will consider the visual qualities and character of the corridor. This should include width, alignment, grade, slope and curvatures of traffic lanes and side paths, drainage facilities, and additional setbacks. The landscaping of the public right-of-way should be included within this type of implementation plan.

Landscaping and Planting Programs

The development of landscaping and planting programs for areas within the corridors but outside of the public right-of-way will enhance the corridors but be completed in concert with adjacent property owners, etc.

Local Citizens Participation

Where sufficient public enthusiasm exists for helping to guide the implementation of scenic roadway program, they should be encouraged and given staff support wherever practical.

Review of Public Projects

Reviews of public projects within the scenic route rights-of-way and scenic corridors should be made to ensure that public projects further the goals and objectives of this plan. Roads and waterway improvements should be given special attention.

Purchase of Land and Easements

Land in fee simple or easement should be purchased adjacent to these roadways as soon as funds can be made available. If new routes or alignments of state routes are developed they should be constructed only with the understanding that sufficient right-of-way is purchased to protect the scenic corridor and that excess right-of-way be dedicated to the local parks agencies.

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